


Aviation  
**NATIONAL TRAINING CENTER (NTC) AND FORT IRWIN  
FLIGHT REGULATIONS**

FOR THE COMMANDER:

OFFICIAL:

  
TIMOTHY J. REISCHL  
Colonel, GS  
Deputy Commander and  
Chief of Staff

**Summary.** The proponent of this regulation is the G3 Aviation Office, National Training Center (NTC), Fort Irwin. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Commander, NTC, and Fort Irwin, ATTN: AFZJ-PTA, P.O. Box 105084, Fort Irwin, California 92310-5084.

**DISTRIBUTION**

A  
AFZJ-AGP (20)  
ASNA-IRW-OSI (5)  
AFZJ-PTA (100)  
AFZJ-SBT (10)

  
RICHARD E. SCHMALZBACH  
Director of Information Management

**CONTENTS**

		<i>Procedures</i>	3
Chapter 1	2		
<b>General</b>	2	3-3. OSA management	3
1-1. Purpose	2	3-4. Passenger policy	4
1-2. References	2	3-5. Mishap reports, Investigations, and release of Information	4
1-3. Responsibilities	2	3-6. Risk management	4
1-4. Deviations	2	3-7. Maintenance operational check	4
1-5. Waivers	3	3-8. NTC Crash/Rescue Map	4
Chapter 2	3	Chapter 4	4
<b>Aviation Management</b>	3	<b>Training</b>	4
2-1. Logging flying time	3	4-1. Unit waivers	4
2-2. Individual flight records (IFRF)	3	4-2. Aircraft qualification/refreshers training	4
2-3. Use of airports, heliports, and other landing areas	3	4-3. Emergency procedures training	4
2-4. Local flying rules	3	4-4. Environmental Training	4
2-5. Flight violations	3	4-5. Academic Training Requirements	4
2-6. Noise abatement	3	4-6. NTC Installation Aviation Safety and Standardization Committee	4
Chapter 3	3	4-7. Initial SP, IE, ME, and SI Certifications	5
<b>Operations and Safety</b>	3	4-8. Performing duties in Another Unit	5
3-1. General	3	4-9. Terrain Flight	5
3-2. Operational Mission and Operational Support Airlift (OSA) Mission request		Chapter 5	5
		<b>Flight Procedures and Rules</b>	5

5-1. <i>Flight Planning</i>	5	Appendix A	7
5-2. <i>Communications</i>	6	<i>References</i>	7
Chapter 6	6	Appendix B	8
<i>Safety of Flight (SOF) and Aviation Safety Action Messages (ASAM)</i>	6	<i>Operational Mission Request 630-R</i>	8
Chapter 7	6	Appendix C	9
<i>Aviation Life Support System (ALSS)</i>	6	<i>OSA Request (Fixed-wing) 638-R</i>	9
Chapter 8		Appendix D	10
<i>Flying Hour Program</i>	6	<i>OSA Request (Helicopter) 638-1-R</i>	10

## Chapter 1

### General

#### 1-1. Purpose

This regulation establishes NTC procedures, policy, and responsibilities for:

- Aviation training and standardization.
- Aircrew Training Program (ATP).
- Command, control, operation, and use of Army aircraft in and around the NTC.
- Safety of Flight (SOF) and Aviation Safety Action Messages (ASAM)
- Aviation life support equipment (ALSE).
- NTC flying hour program (FHP).

#### 1-2. References

Required and related publications are listed in Appendix A.

#### 1-3. Responsibilities

The G3, NTC has staff responsibility for Army aviation at NTC. Additional responsibilities will be outlined throughout this regulation.

#### 1-4. Deviations

Individuals may deviate from the provisions of this regulation during emergencies. Deviations will be reported to the unit commander in accordance with (IAW) unit mishap reporting procedures. Unit commanders will report deviations as soon as possible to the NTC's Emergency Operations Center (EOC).

#### 1-5. Waivers

Requests for waivers to this regulation will be forwarded through command channels to G3, Aviation Office, AFZJ-PTA.

## Chapter 2

### Aviation Management

#### 2-1. Logging flying time

Individuals selected to participate in NTC's Door Gunnery program are authorized to log "OR" flight time after successful completion of a class III flight physical. Aviation Commanders using door gunners will include them into their crew qualification and selection program portion of their standing operating procedures (SOP).

#### 2-2. Individual flight records (IFRF)

- Commanders of aviation units will maintain and safeguard IFRFs for non-operational aviators, regardless of an aviator's unit of assignment. During in processing, NTC G1 will assign an aviation unit to non-operational aviators to maintain their IFRFs.
- Commanders maintaining non-operational aviator flight records will complete an annual close out. The close out will only indicate the completion date of the annual flight physical and non-operational status.
- Operational aviators not assigned to an aviation unit, will receive attachment orders for flight duty with a specific aviation unit from NTC G1.

#### 2-3. Use of airports, heliports, and other landing areas

- Except as noted in the NTC Aviation Procedure Guide (APG) and NTC's range regulation, the entire NTC installation may be used for landing areas based on the pilot-in-command's (PC) judgment on suitability.
- For off installation flight operations, commanders must obtain approval, in writing, from the landowner or the approving authority for landing area requirements (other than airports/heliports). Both the NTC legal and environmental offices, prior to the conduct of operations, will review the

agreement and a safety survey prepared by an aviation safety officer (ASO).

c. Unit commanders will update annually any approval authority for repetitive use of authorized temporary landing areas. A listing of authorized areas will be submitted to G3, Aviation Office annually, during the month of October, for distribution.

#### **2-4. Local flying rules**

The NTC local flying rules are established in the NTC APG.

#### **2-5. Flight violations**

Alleged violations involving NTC aircraft or aircrews of significant or high visibility value will be reported immediately to the NTC EOC. All alleged flight violation reports will be submitted to G3, Aviation Office within five calendar days.

#### **2-6. Noise abatement**

a. The NTC is committed to a policy that will ensure minimal aircraft noise effect on the surrounding environment and populace.

b. Aviation commanders will ensure that aircrews are briefed on noise sensitive areas in the civilian community. Noise sensitive areas will be posted as no fly areas on hazard maps. Noise sensitive areas and associated altitude restrictions are listed in the current NTC APG.

c. Noise complaints will be directed to the Fort Irwin Public Affairs Officer. Address written inquiries to Commander, NTC and Fort Irwin, Attention: AFZJ-PAO, P.O. Box 105067, Fort Irwin, California 92310-5067. The PAO and G3, Installation Aviation Office will conduct an investigation to resolve each noise complaint.

### **Chapter 3**

#### *Operations and Safety*

#### **3-1. General**

Army aircraft will be used for official use only. Determination of official use is a command decision. All air travel, including helicopter, must be the most economical mode of transportation consistent with mission accomplishment, and the aircraft to be utilized must be the least costly one capable of satisfying the transportation requirement.

#### **3-2. Operational Mission and Operational Support Airlift (OSA) Mission Request procedures**

Mission request procedures are established in NTC Regulation 350-12, appendix h. G3, Plans & Operations will accomplish tasking for aviation

missions. NTC mission request forms are available in the back of this publication,

#### **3-3. OSA Management**

a. The G3, Aviation Office will maintain a qualified OSA validator and OSA fixed wing scheduling capability.

b. I Corps (MG or above) is NTC's designated authorizing official for senior DOD official travel.

c. Aviation units performing OSA missions will submit FORSCOM Form 1067-R to the G3, Aviation Office within three working days from mission execution or cancellation.

#### **3-4. Passenger policy**

a. The G3, Aviation Office will maintain individuals on command appointment orders as installation aviation travel authority.

b. All civilians authorized by AR 95-1 and/or DOD 4515.13R are required to have in their possession a copy of current NTC flight orders while aboard NTC aircraft.

c. All NTC agencies having civilian personnel who require recurring travel onboard military aircraft, in the performance of their duties, will submit an annual request for orders not later than 1 September each year to the G3, Aviation Office.

#### **3-5. Mishap reports, Investigations, and release of Information**

Class A, B, and C aviation accidents will be reported immediately to the NTC EOC. The NTC EOC will report telephonically to the FORSCOM EOC.

#### **3-6. Risk management**

NTC aviation risk approval authority:

a. Low risk = Platoon Leader/Authorized Mission briefer

b. Medium Risk = Company/Detachment Commander and authorized mission briefing officers

c. High Risk = Company/Detachment commanders in the grade of O4 or higher; Corps Support Battalion (CSB) Commander; Operations Group's Senior Aviation Trainer

d. Extremely High Risk = Commanding General, NTC

#### **3-7. Maintenance operational check**

Commanders may add a 3000 series task in their commander's task list to document training and evaluation for non-rated crewmembers (NCM) to operate aircraft auxiliary power units (APU).

#### **3-8. NTC Crash/Rescue Map**

Each installation aircraft will have the NTC Crash/Rescue map onboard to assist emergency rescue agencies, if required.

**Chapter 4***Training***4-1. Unit Waivers**

Requests for unit waivers will be submitted through the chain of command to the G3, Aviation Office.

**4-2. Aircraft qualification/refresher training**

a. Local OH-58/UH-1 aircraft qualification training will use the current U.S. Army Aviation Center's (USAAVNC) program of instruction (POI).

b. Aviators that have not flown an aircraft within the mission type and design series group, as indicated in AR 95-1, in the past 180 days will receive refresher training IAW the appropriate Aircrew Training Manual (ATM).

**4-3. Emergency procedures training**

Instructor pilots (IPs) will maintain positive radio communication during the conduct of any emergency procedure training maneuvers (EPTM) (any ATM maneuver which requires an IP at the controls). IPs will notify the radio facility before the conduct of EPTMs and at the completion of the EPTM training.

a. Non-Touchdown EPTMs will only be conducted in commander designated, obstacle free, areas.

b. Touchdown EPTMs will only be conducted in locations with a responding crash/rescue team.

c. In-flight engine shutdown (engine stoppage) in rotary wing aircraft is prohibited while performing aircrew training.

**4-4. Environmental Training**

Commanders will ensure newly assigned crewmembers, from off post, receive environmental training IAW their training program prior to progression to readiness level 1. This training is required regardless of a crewmembers previous assignment history.

**4.5. Academic Training Requirements**

Unit commanders will establish minimum crewmember academic training requirements within their unit SOPs. Commanders should attempt to consolidate, installation wide, academic schedules for Aeromedical, Weather, and other classes, to preclude instructors from conducting the same class at three different times and locations.

**4-6. NTC Installation Aviation Safety and Standardization Committee**

a. Mission. The NTC committee monitors and implements the U.S. Army's Aviation Safety and Standardization Programs for the NTC.

b. The committee will meet at the call of the chairperson.

c. Composition. The committee consists of the following members (all aviation personnel are encouraged to participate):

- (1) Chairperson: G3
- (2) Executive Secretary: Installation Aviation Safety Officer
- (3) Commander, CSB
- (4) Senior Aviation Trainer, Operations Group
- (5) Commander, NTC Aviation Company (Av Co)
- (6) Commander, US Army Air Ambulance Detachment (USAAAD)
- (7) Commander, Eagle Flight Detachment (Flt Det)
- (8) Installation Standardization Officer
- (9) Installation Staff Weather Officer
- (10) Installation Flight Surgeon
- (11) Installation ATC Chief
- (12) Government Flight Representative to NTC Aviation Maintenance Contract
- (13) Instrument Flight Examiner (IE) – Eagle Flt Det
- (14) Standardization Instructor Pilot (SP) – NTC Av Co
- (15) Standardization Instructor NCM (SI) – USAAAD
- (16) Maintenance Test Flight Examiner (ME) – NTC Av Co
- (17) Aviation Life Support (ALSE) – USAAAD

d. Issues will be submitted in the following format:

ORIGINATING UNIT:

ISSUE: (be concise)

DISCUSSION: (thorough information)

PROPOSED SOLUTION: (specificity)

POINT OF CONTACT: (name/phone/email)

e. Committee minutes are regulatory in nature and remain valid for one year after signature.

f. Committee minutes will be forwarded to the FORSCOM, DCSOPS, Aviation Office, to include submitted issues unresolved at installation level.

g. Tenant aviation units will provide the G3, Aviation Office copies of all unit committee minutes.

**4-7. Initial SP, IE, ME, and SI Certifications**

Unit standardization officers will coordinate initial evaluations for SP, IE, ME, and SI with the Installation Aviation Standardization Officer. Additionally, unit standardization officers will submit a bi-annual report of the unit's status of specialty trained personnel on hand to the G3, Aviation Standardization Office.

**4-8. Performing Duties in Another Unit**

Any NTC crewmember in one unit may perform duties in another unit when both commanders agree. Mission brief forms will suffice for documentation of this approval. Commanders will ensure the flight mission does not include mission/additional tasks that are not on the crewmembers task list. The Installation Aviation Standardization Officer and the Installation Aviation Safety Officer are authorized to perform those duties, for which qualified, in any NTC organization.

**4-9. Terrain Flight**

For day and night unaided operations, terrain flight is defined as below 500 feet above the ground.

**Chapter 5***Flight Procedures and Rules***5-1. Flight Planning**

a. Notice to Airman (NOTAM) and Local NOTAMS (L-NOTAM) will be maintained by BLAAF operations. BLAAF operations will forward L-NOTAMs to tenant aviation units, the NTC EOC, and the Division Tactical Operations Center (DTC) building 988. L-NOTAMs items include, but are not limited to closed Standard Army Flight Routes (SAAFRs), active Restricted Operating Zones (ROZ's), and other information which the timely knowledge of is essential to personnel concerned with flight operations. During rotations, aviators will additionally check the Airspace Coordination Order (ACO) published by the DTC. Contact the G3, Aviation Office for procedures for issuing a L-NOTAM.

c. Flight into turbulence. Unit commanders may approve flights into forecast severe turbulence when known/observed local turbulence is within specific aircraft turbulence capability. Only unit commanders may brief flights into forecast severe turbulence after all requirements of AR 95-1 are satisfied.

d. Weather briefing. A DD Form 175-1 (Flight Weather Briefing) is required for all Instrument Flight Rules (IFR) flight plans and all Visual Flight Rules (VFR) cross country flights beyond 65 nautical miles of BLAAF.

**e. Flight Plans.**

(1) NTC aviation commanders may establish an operations log for use as a local flight plan in lieu of submitting a DD Form 175 (Flight Plan).

(2) Tenant aviation units will provide to BLAAF operations, flight plans or commander's operations logs for each flight, prior to departure, for any flight which, departs, operates within, or arrives in R2502N/E. Flight plans may be filed

telephonically or FAXED to BLAAF operations. Flight plans requiring dissemination within the National Airspace System (NAS), VFR or IFR require a minimum of 30 minutes processing time to forward to a Flight Service Station (FSS). These DD Form 175 Flight Plans may be filed telephonically or FAXED to BLAAF operations. BLAAF operations will open or close flight plans filed within the NAS upon pilot request.

**5-2. Communications**

All aviators will maintain radio communication with the NTC flight following agency "Desert Radio" while operating within R2502N/E. Although providing a flight following service and not a full ATC service (non-radar separation), aviators will comply with Desert Radio instructions within R2502N/E airspace.

**Chapter 6***Safety of Flight (SOF) and Aviation Safety Action Messages (ASAM)*

The G3, Installation Aviation Safety Officer is NTC's staff agency responsible for overall distribution, prompt compliance, and resolve of compliance problems association with SOF/ASAM messages. He/She will be the NTC's point of contact (POC) to FORSCOM for compliance of FORSCOM Supplement 1 to AR 95-1 regarding SOF/ASAM messages.

**Chapter 7***Aviation Life Support System (ALSS)*

a. The overall staff supervision of NTC's ALSS is provided by the G3, Installation Aviation Safety Officer. He/She will provide unit ALSS monitoring/support to tenant aviation organizations, as required, to ensure an adequate installation ALSS program.

b. Tenant aviation unit SOPs will include guidance for carrying supplemental water and equipment. All aircraft assigned or attached to NTC will carry supplemental potable water in addition to individual/aircraft carried aviation life support equipment (ALSE) items.

**Chapter 8***The Army Flying Hour Program*

a. The G3, Aviation Office has overall staff responsibility for the installation flying hour and execution program.

b. Aviation commanders will submit their next fiscal year (FY) projected flying hour requirements to the G3, Aviation Office not later than (NLT) 10 Jan of each year (i.e., FY 99 requirements submitted 10 Jan 98).

- c. Aviation commanders will submit their quarterly flying hour execution estimates to the G3, Aviation Office NLT 10 Oct of each FY of execution.
- d. Aviation commanders will submit a monthly execution report to the G3, Aviation Office NLT the 25th of each month.
- e. Aviation commanders will notify the G3, Aviation Office immediately of any flying hour conversions.
- f. Aviation commanders may request a program adjustment to receive additional hours or to return excess hours. Submit the request in conjunction with the monthly flying hour report with complete justification.

## **APPENDIX A**

### **REFERENCES**

#### **A-1. DEPARTMENT OF DEFENSE PUBLICATIONS:**

DOD Directive 4500.43, Operational Support Airlift

DOD 4515.13-R, Air Transportation Eligibility

DOD Flight Information Publications (FLIP)

#### **A-2. ARMY REGULATIONS:**

AR 95-1, Flight Regulations and FORSCOM Supplement 1 to AR 95-1

AR 95-2, Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids

AR 95-27, Operational Procedures for Aircraft Carrying Hazardous Materials

AR 360-61, Community Relations

AR 385-95, Army Aviation Accident Prevention

#### **A-3. FIELD MANUALS:**

FM 1-300 Airfield Operations

FM 1-303 Air Traffic Control Facilities, Operations and Training

#### **A-4. MISCELLANEOUS:**

TC 1-210, Aircrew training program commander's guide to individual and aircrew standardization

NTC Aviation Procedures Guide (APG)

R-2508 User's Guide

**APPENDIX B**

**OPERATIONAL MISSION REQUEST**

AFZJ-SB FORM 380-R is to be used to request operational helicopter missions.



<b>FIXED-WING OPERATIONAL SUPPORT AIRLIFT (OSA) MISSION REQUEST</b> For use of this form see NTC Reg 95-1; the proponent agency is G3 AVN.						DATE:	
1. UNIT/SECTION TO BE SUPPORTED:						UIC:	
2. Mission (list times in ZULU/LOCAL time for each location):							
Date	Departure Airport and ICAO	Required Departure Time ZULU/LOCAL	* Earliest Departure Time ZULU/LOCAL	Destination Airport AND ICAO	* Desired Arrival Time ZULU/LOCAL	Required Arrival Time ZULU/LOCAL	
* Earliest departure time is the earliest time the passengers can be available for departure and must be a minimum of two hours prior to the requested departure time. Desired arrival time must be a minimum of two hours prior to the required arrival time (IAW AR 95-1). If time constraints preclude the two hour "window," explain below.							
3. Reason for mission and why times cannot be altered:							
4. a. Commercial Air Alternative(s):							
Date	Airline Flight Number	Departure Airport	Destination Airport		Number of Passengers	Total Cost/Fare	
b. Justification why commercial air is not appropriate:							
5. Passenger Manifest:							
Senior Passenger Rank/Name:							
NAME	SERVICE	GRADE	WEIGHT	SSN	BAGGAGE WT	UIC	PHONE

<b>6. Point of Contact:</b>				
	<b>Rank/Name</b>	<b>Duty Phone (DSN)</b>	<b>After Duty Hours Phone (Comm)</b>	
<b>Departure</b>				
<b>Arrival</b>				
<b>Note:</b> The listed individual(s) must be able to contact passengers before departure and after arrival. In event of aircraft/weather problem, the POCs will be notified of delay or cancellation.				
<b>7. Cargo Type:</b>				
<b>8. Largest/heaviest Item:</b>	<b>a. Length</b>	<b>b. Height</b>	<b>c. Width</b>	<b>d. Weight</b>
<b>e. Cargo handlers will be provided at departure and arrival location to on- and off-load cargo:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable				
<b>f. Special cargo certification/handling requirements have been met:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable				
<b>9. Select the appropriate statement that applies to your mission:</b> <input type="checkbox"/> The undersigned certifies that the requested mission is an emergency airlift of eligible personnel or cargo that is in direct support of operational forces, for life saving purposes, or in support of required use passengers. This mission cannot be satisfied by any other mode of travel. <input type="checkbox"/> The undersign certifies that the requested mission is mission requirements use airlift of eligible personnel or cargo and that schedule or delivery constraints are such that the mission cannot be satisfied by any other mode of travel. It is further certified that commercial travel schedules have been checked and do not meet the critical requirements of this mission. <input type="checkbox"/> The undersigned certifies that the requested mission is an official business airlift of eligible personnel or cargo. It is further certified that commercial travel schedules have been checked and do meet the requirements of this mission.				
<b>10. Requester:</b>	<b>Signature</b>			
	<b>Print/Type Name/Grade</b>			
	<b>Organization/Duty Phone</b>			
<b>11. Authorizing Official:</b>	<b>Signature</b>			
	<b>Print/Type Name/Grade</b>			
	<b>Organization</b>			
	<b>Duty Phone (DSN/Commercial)</b>			
	<b>After Duty Phone</b>			
<b>12. Senior Federal Traveler (Signature may not be delegated):</b>	<b>Signature</b>			
	<b>Print/Type Name/Grade</b>			
	<b>Organization</b>			

**APPENDIX D**

**ROTARY WING OPERATIONAL SUPPORT AIRLIFT (OSA) REQUEST**

This form is used to request rotary-wing OSA missions. NTC Form 638-R is used for OSA fixed-wing missions.

# ROTARY WING OPERATIONAL SUPPORT AIRLIFT (OSA) MISSION REQUEST

(For use of this form see NTC Reg 95-1; the proponent agency is G3 AVN.)

TO: <b>G3 AVIATION</b>	FROM: (SPT'D UNIT)	UIC	DATE OF REQUEST
---------------------------	-----------------------	-----	-----------------

## PART I - OPERATIONAL SUPPORT (OSA) MISSION REQUEST (REQUESTER)

### MISSION ITINERARY

DEPARTURE LOCATION	DEPARTURE DTG	ARRIVAL LOCATION	ARRIVAL DTG	*NO. OF PAX	CARGO (Y/N)

\*Attach passenger manifest to this request. Use DA Form 1306 or equivalent with the following minimum information for each individual passenger: Name (Last, First, MI); Rank; SSN; Unit; and Weight (if using DA 1306 use "TYPE OF JUMP" column for weight.)

REASON WHY MISSION TIMES CANNOT BE ALTERED:

IS COMMERCIAL AIR TRANSPORTATION AVAILABLE? ☐ YES ☐ NO IF YES, PROVIDE COMMERCIAL AIR ALTERNATIVE BELOW

DATE	AIRLINE / FLT NO.	DEPARTURE AIRPORT	ARRIVAL AIRPORT	NO. OF PAX	TOTAL COST / FARE

IS COMMERCIAL AIR APPROPRIATE? ☐ YES ☐ NO IF NO, JUSTIFY WHY COMMERCIAL AIR IS NOT APPROPRIATE BELOW:

IS GROUND TRANSPORTATION APPROPRIATE? ☐ YES ☐ NO IF NO, JUSTIFY WHY GROUND TRANSPORTATION IS NOT APPROPRIATE BELOW:

TYPE OF ACFT REQUESTED	CARGO (TYPE, WEIGHT, HEIGHT, LENGTH, & WIDTH)
------------------------	---

DEPARTURE POC	DUTY/NON-DUTY PHONE (D) (ND)	ARRIVAL POC	DUTY/NON-DUTY PHONE (D) (ND)
---------------	------------------------------------	-------------	------------------------------------

## PART II - MISSION VERIFICATION (REQUESTER) - ALL SIGNATURES REQUIRED PRIOR TO MISSION EXECUTION

REQUESTER	AUTHORIZING OFFICIAL	SENIOR FEDERAL TRAVELER
SIGNATURE	SIGNATURE	SIGNATURE
RANK/NAME (PRINTED/TYPED)	RANK/NAME (PRINTED/TYPED)	RANK/NAME (PRINTED/TYPED)
ORGANIZATION (PRINTED/TYPED)	ORGANIZATION (PRINTED/TYPED)	ORGANIZATION (PRINTED/TYPED)
DUTY/NON-DUTY PHONE (PRINTED/TYPED)	DUTY/NON-DUTY PHONE (PRINTED/TYPED)	DUTY/NON-DUTY PHONE (PRINTED/TYPED)

## PART III - OSA MISSION VALIDATION (G3 AVIATION)

THIS IS A VALID OSA MSN <input type="checkbox"/> YES <input type="checkbox"/> NO	SIGNATURE OF G3 AVN OSA VALIDATOR	DATE	PUJC CODE
---	--------------------------------------	------	-----------

## PART IV - OSA MISSION ASSIGNMENT (G3 AVIATION)

DATE RECEIVED	RECEIVED FROM	RECEIVED BY	G3 AVN MISSION NUMBER OSA -
DATE FORWARDED	FORWARDED BY	FORWARDED TO	AVIATION UNIT MISSION NUMBER

## PART V - OSA MISSION CONFIRMATION (AVIATION UNIT OR G3 AVIATION)

MISSION <input type="checkbox"/> CONFIRMED <input type="checkbox"/> CANCELLED WITH _____ BY _____ DATE _____	REASON FOR CANCELLATION
--	-------------------------

## PART VI - OSA MISSION AFTER ACTION REPORT (PILOT)

TOTAL MISSION TIME HOURS	ACTUAL DATE(S) OF EXECUTION	NO. OF PASSENGERS <input type="checkbox"/> ORIGINAL MANIFEST ACCURATE <input type="checkbox"/> AMENDED MANIFEST SUBMITTED
-----------------------------	--------------------------------	--